

BITTER CONTEST NEARING ITS END

Campaign for Governor Not
ed Chiefly for Charges
and Abuse.

DESPITE CLAIMS,
RESULTS IN DOUBT

Little Interest Shown by Voters,
Withdrawal of Stout Having
Been Crushing Blow to Many
Hopes—Sharp Fight for
Other Places on
Ticket.

BY C. A. BOYCE.

REMARKABLE chiefly for the bitter charges hurled back and forth from nearly every hustling in the Commonwealth the campaign for Governor between Harry St. George Tucker and Judge William Hodges Mann is drawing rapidly to a close. Only nine days being left before the day of the election. As the two leaders start on the final leg of the race, it is not surprising that they are running neck and neck, with great doubt existing as to which will reach the post ahead. The contest has been one of vituperation from its inception, new charges having been brought by one side or the other nearly every day. The result is that a feeling of bitterness has been engendered which only time can heal.

At the outset Hon. Henry C. Stuart, of Russell, was in the race, but he withdrew on February, owing to the critical illness of his wife. The retirement of Mr. Stuart came suddenly, throwing consternation into the Mann ranks and buoying up the spirits of the Tucker supporters. Both the remaining candidates hurried to Richmond, opened headquarters and began the spectacular battle, which has resulted in putting the people in an uproar of confusion from Cumberland Gap to the ocean, and from Maryland to the North Carolina line.

It is an open secret that the supporters of Judge Mann greatly desired a three-cornered battle, and when Mr. Stuart withdrew efforts were made to get some other Democrat of the anti-machine stripe to enter the race. Congressman Carter Glass, of Lynchburg, though training with neither side, considered the matter of running for Governor many weeks, finally announcing that he would not be a candidate.

Go to it Single-Issued.
It was evident from the day Mr. Stuart retired that the battle would be fought out to the finish with only Tucker and Mann in the running. Proceeding on this assumption, each went to work to capture the Stuart vote, though only the result of the primary can show definitely what bulk of the Southwest man's following will land. In that section it is thought to have switched largely to Tucker, but the Ninth District is a crucial point. Mr. Stuart worked have swept it from end to end. This is conceded by all who are well posted with reference to the situation. It is believed that the Southwest will be close, with chances slightly in favor of Mann.

The campaign has afforded only one joint debate between Tucker and Mann, the latter declining all other challenges sent him by his competitor. Mr. Tucker asked for a debate at Christiansburg, but his request was not granted.

He then challenged Judge Mann to meet him at ten different points in the State, at each of which the Boydton terms should be alternated, but this challenge was likewise declined. Meanwhile each candidate was growing bolder and bolder in the charges he was making against his competitor, until now there is nothing in the public record of either which has not been threshed out on the stump by the other. They have charged one another with party disloyalty, with twisting and dodging on public matters while representing the people in legislative bodies, and, indeed, with many other sins of omission and of commission, but all these are too fresh in the minds of the voters to need detailed enumeration here.

Who the Men Are.
If Tucker and Mann were not well known to the voters throughout the State at the beginning of the fight they have been given pretty fair introductions now, for what the people did not know concerning the one has been told them by the other in language which was easy of interpretation.

Harry St. George Tucker is fifty-three years of age, and was born in the city of Winchester, where his father, the late John Randolph Tucker, was a distinguished lawyer. He has held many responsible positions in political and educational circles, having followed

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ed in the footsteps of his father by establishing a national reputation as a constitutional lawyer. Mr. Tucker was for eight years a member of Congress from the Tenth District, during which time he took high rank as a leader on the Democratic side. He served with Bryan, Bourke Cockran, William L. Wilson and many other distinguished men, who are known throughout the country, and when the Wilson tariff bill finally passed the House back in the nineties Mr. Tucker and W. J. Bryan insisted on a test case. Mr. Tucker was a statesman from his seat, bearing him around the House on their shoulders amid a great demonstration on the Democratic side. Mr. Tucker is one of the most captivating speakers in the State, having been on the stump in nearly every campaign since he attained his majority.

Mann's Long Record.
William Hodges Mann is a native of Petersburg, being much older than his competitor. He has worn every public honor that it was possible for the people of his country to bestow upon him. He has served in the House of Representatives, and in the Senate, and has been a member of the House of Delegates for many years. He has been county judge, Commonwealth's attorney, nominee for Congress and State Senator, though he has contended for many other positions which he failed to win. In the latter part of his career, he has been a member of the Supreme Court, Attorney-General and Governor.

Judge Mann, like Mr. Tucker, is a campaigner of wide experience, having many times stumped the State in the interest of his party. He was brought into the public eye by his position as Commonwealth's attorney, by patronizing the Mann liquor law in the Senate a few years ago, than through any other single act during his long public career. Judge Mann is a lawyer of ability, having practiced for many years, and has been a member of the State Bar for many years. He and Mr. Tucker will continue to hammer away until the end of the struggle, though it is believed that they have about exhausted the new ammunition in their magazines. If this be true, they will have over the straw at the various points where they will make their last speeches. Judge Mann will be in Fauquier to-day, while Mr. Tucker will speak in Nelson. They will make the most of the few days now left in which to complete the struggle, covering every point which it is possible for them to reach.

The Second Place.
The contest for Lieutenant-Governor has attracted but little public attention, though the candidates seeking it are widely known. It has been a still hunt between the incumbent, Hon. J. Taylor Elliott, and Colonel James R. Boydton, of Alexandria.

The latter has made only a few speeches, though he has sent out thousands of letters to the voters asking for their support. Mr. Elliott is a party organizer of ability, having steered the Democratic ship through deep waters of opposition for nearly two decades without the loss of a battle. He is the Virginia member of the National Democratic Committee, in which capacity he has served for the past ten years. He has been Mayor of Richmond, Alderman, chairman of the City School Board and State Senator, having been strongly talked of for Governor on many occasions. Colonel Mann is a lawyer and leader in the House of Delegates, having been a member of that body for the past eight years. He has stumped the State thoroughly for the office of Lieutenant-Governor, though so far as can be learned, he has said nothing of a disparaging nature about his competitor. Colonel Mann and Mr. Elliott are on friendly terms, though each naturally desires to defeat the other.

Chief Law Officer.
One of the contests which is of peculiar interest to the voters, owing to the importance of the office, as well as the popularity of the aspirants, is that for Attorney-General. It will be recalled that after eight years of faithful service the incumbent, Major William A. Anderson, of Rockbridge, declined early in the campaign to stand for re-election. The result is that the

WAREHOUSES BURN;
TOWN THREATENED

Fire of Unknown Origin Causes
Heavy Loss at Waynes-
boro.

[Special to The Times-Dispatch.]
STAUNTON, VA., July 25.—Fire of unknown origin about midnight destroyed two large warehouses of J. W. Ellison's Sons & Company, at Waynesboro, with all their contents, and for a time threatened a large part of the town. One of the buildings was filled with hay and grain and the other with agricultural implements. The loss is heavy, but is covered by insurance.

contest is between Assistant Attorney-General Robert C. Catlett, of Rockbridge, and Judge Samuel W. Williams, of Wythe. They are both men of prominence, being well known among the lawyers and voters throughout the State. Colonel Catlett is a native of Charlottesville county, having represented his people in the Legislature when it meant something to stand up and be a militant, aggressive Democrat, such as he soon established himself to be. Later he removed to Rockbridge, where he served as attorney for the Commonwealth and superintendent of schools before accepting the office of Assistant Attorney-General, which he has filled with marked ability for the past four years. Colonel Catlett was a prominent candidate for the Democratic nomination for Congress in the Tenth District some years ago, though he did not succeed in landing the prize. His competitor, Judge Williams, has seen much of public life. He has served as State Senator, Democratic elector for the State at large, and was the unsuccessful candidate of the Democratic party for Congress in the Ninth District in 1894. Judge Williams, it is understood, will, in the event of his election, appoint Samuel L. Kelley, of this city, to the position of Assistant Attorney-General to succeed Colonel Catlett.

Department.
Although at first it looked as if the incumbent, George W. Kolner, would have no opposition for re-election to the office of Commissioner of Agriculture, he has now a hot fight on his hands, his competitor being J. Thompson Brown, of Bedford, who served both in the Legislature and in the Constitutional Convention. Mr. Brown has made a partial canvass of the State, violently attacking Mr. Kolner's official record wherever he has spoken. The candidate for the office of Commissioner of Agriculture, Mr. Brown, being still actively engaged in agricultural pursuits. He has made some vigorous thrusts at his competitor, charging him with misrepresenting facts, as well as failing to conduct the office along improved lines.

Mr. Kolner, on the other hand, has made but few political speeches. He has contented himself with delivering lectures at farmers' institutes, and replying to Mr. Brown's charges through the columns of the daily papers. The present campaign has served twelve years in the office, having been first appointed by Governor J. Hoge Tyler to succeed the late Thomas Whitehead, of Amherst. This was long before the Constitution was changed, making the office elective by the people. Mr. Kolner served a term in the House of Delegates from Augusta county several years before he was appointed commissioner by Governor Tyler. It is hard to say what will be the outcome of this fight, as each candidate is making strong claims to victory.

FOUND DYING ON RAILROAD TRACK

Buena Vista Man Discovered in
Unconscious Condition With
Skull Crushed.

[Special to The Times-Dispatch.]
BUENA VISTA, VA., July 25.—Just before No. 83, a fast freight on the Norfolk and Western, reached Midvale, ten miles north of here, this morning, the engineer discovered a young man lying unconscious near the track with a cut four inches long in his skull. The injured man proved to be R. P. Coffey, of this city. He was brought here and was taken to a physician's office, where he died at 11 o'clock. He did not regain consciousness.

TWO MEN ARE KILLED.
Brakeman at Newport News and Engineer at Hampton Meet Violent Death.

[Special to The Times-Dispatch.]
NEWPORT NEWS, VA., July 25.—Two men were killed in this city and Hampton late last night. Pat Baker, a brakeman on the Chesapeake and Ohio Railway, was killed by a train while coupling a switching engine to a freight car.

Mallory Bailey, an engineer, was run down and killed at a grade crossing near Hampton by a Newport News and Old Point Railway car.

High Average of 75 Per Cent. of
Hits Scored in Recent
Practice.

WASHINGTON, D. C., July 25.—Four of the heavy gun batteries at Fort Monroe, as a battle command unit, scored the high average of 75 per cent. of hits in the regular service practice, which took place at the fort on July 21. The official report shows that the batteries were manned by enlisted men of the coast artillery corps, firing at a material target moving at the rate of about seven miles an hour, at a minimum range of about 5,000 yards. Eighteen clean holes were counted in the target, and the batteries were credited with the first shot of the series was delivered by one of the twelve-inch guns in twenty-five seconds after the target was assigned.

Son of Lynchburg Man.
[Special to The Times-Dispatch.]
LYNCHBURG, VA., July 25.—Dr. Claude H. Lavinder, of the United States Marine Hospital service, who has recently been investigating the appearance of pellagra in a Chicago insane hospital, is a son of N. H. Lavinder, of this city. Dr. Lavinder is one of the most brilliant young men in the Marine Hospital service.

Lynchburg Assessment.
[Special to The Times-Dispatch.]
LYNCHBURG, VA., July 25.—Commissioner Sneed, of the local revenue office, has completed the realty and personal property books of the city for the assessment of 1909. They show a 10 per cent. increase over last year. It is probable the books will be first to reach the office of the Auditor of Public Accounts in Richmond.

Association to Meet.
[Special to The Times-Dispatch.]
LYNCHBURG, VA., July 25.—The Piedmont Association, including the Baptist churches of Nelson and Amherst counties, will meet at Central Church, in Amherst, during the second week in August.

NEW YORK HERALD ON VIRGINIA ROAD WORK

Commends Effort of Times-Dispatch to Get Highways Out of the Mud.

MANY MEETINGS PLANNED

Citizens Determined to Improve
Roads and Will Go Actively
to Work.

"Good-bye to ruts and mudholes, bogs and swamps" is the song of the farmer to-day, and Virginia when the farmer and the citizen join their hands in the common movement, will soon see the era of good roads for which The Times-Dispatch and the Washington Post are waging a campaign stronger and more far-reaching than either the partisans of Mann or Tucker are waging for their respective candidates. Governors come and go, but good roads or bad roads will stay, and the children of to-morrow, who will have forgotten the Governor of to-day, will still have to travel over the same old roads, whether they be good, bad or indifferent.

Perhaps there will come a day when the farmer may travel by aeroplane—which he ought to do now, by the way—but that day is still far distant, and he must perform a duty to common earth for his means of locomotion and communication. So the movement for good roads, which, like all things, big or little, had but a small beginning, is now a matter of tremendous interest, and the people all over the State are realizing that good roads are of as much importance as prohibition or local option, according as they think on these much agitated questions.

Meetings in August.
As an example of how far the movement has progressed, it may be stated that in the beginning of August good roads meetings will be held in Alexandria, Charlottesville, Scottsville, Emporia, Clarksville, Boynton and Blackstone.

The first meeting will be held in Alexandria, which has taken up the project of establishing a permanent highway between that city and Washington, which will be the first link in the great highway between the national capital and Richmond. A large attendance of Alexandrians and Washingtonians is expected. Senator Flint, of California, a prime mover for good roads in his native State, and the Virginia Congressman C. C. Carlin, J. E. Pennybacker, of the good roads division of the Agricultural Department at Washington; Senator Charles T. Lassiter, St. Julien Wilson, State Highway Commissioner, Crandall Mackey, Commonwealth's Attorney of Alexandria county, and the supervisors will be invited to attend, and it is probable that most of them will be called on to address the meeting on the subject of establishing the proposed road.

The projected road will mean much to Washington and Alexandria, and it will mean much to the whole State as the first link in the great road between Richmond and Washington and the final building of a road all the way across the State. Though such a road was once regarded as a dream of visionaries, it can hardly be viewed so now. The people want it, and when the people want anything and try hard enough to get it, they generally succeed in their ends. The meetings in the other cities mentioned will be as largely attended and will be as enthusiastic.

To Extend Southward.
When the road between Washington and here, sister city across the Potomac is once built, it will not be a long period before the building of the road southwards begins, and then it will be up to the counties intervening between Alexandria and Richmond to take up the great project of a road all the way across the State. The old stage road which before the war ran between the two cities, the Gordonsville route and the way by Fredericksburg have been suggested, and the people living on all are anxious that the highway run by their own route. But it depends more largely upon them than upon any one else, and they must first help themselves. They can count on outside aid, for the national government will furnish experts to estimate the cost and to supervise the road building; the State will give of its road fund or send a convict force to do the work, and organizations and wealthy individuals will give of their means to help the project along.

After this road is built, other sections of the State will take up the building of highways, and the roads for which Virginia is now cursed by every man who travels over them will be as good as those to which Caesar Rome in general and statesmen never conquered a country, but that he left it with a permanent highway, and his roads are still in existence. It is said that there is nothing new under the sun, and good roads are certainly not a new invention of the mind or a dream of disordered imaginations. And certainly what was long in yore time can certainly be done now.

Though the capital-to-capital route undertaken by the New York Herald and the Washington Post, and in order to further the project the company offers to build four miles of macadam road from Altavista to the Ward Road, which will connect that place with Lynchburg. Money has been raised to build a bridge over the Staunton River at Altavista, from where three miles more of the country road will be built by Lynchburg and Danville, thus eliminating the only bad section of road between Lynchburg and Danville, and giving a fine route from Danville to Amherst Courthouse. This would leave less than sixty miles of good road to be provided between Lynchburg and Afton, where connection would be made with the new highway to Staunton, which would bring Lynchburg in touch with the far-famed Valley Pike.

LOOKING TO NEW JUDGE.

[Special to The Times-Dispatch.]
BRIISTOL, VA., July 25.—(From Joseph L. Kelly, the newly-appointed judge of the Corporation Court for the city of Bristol, will take the oath of office on August 3, and will hold the regular term of court, which begins on that day.

Universal interest centres in the coming of the new judge, by reason of the pending local option contest. In this connection the question most frequently asked is, "Is he a Democrat or a Republican?"

Judge Kelly is a native Virginian, a son of the late Judge John A. Kelly, of Marlboro, who, for twenty-five years, presided over the Sixteenth Judicial Circuit.

Much Interest in Probable Attitude Toward Some Bristol Problems.

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Lexington, to Roanoke, and from Roanoke to Greensboro or Winston-Salem. Heretofore, the Capital Plan has been in referring to the Eastern route, which is by way of Richmond, the New York Herald has this to say: "This Eastern, or capital route, had much to recommend it to the impartial investigator, and there can be little doubt that within a few years it will become a thoroughly practical touring path between New York and Atlanta, but before that hope can be realized much hard work will have to be done."

Advantages of Capital Route.
"There are many advantages of the capital route for a touring highway in the superior hotel facilities afforded by such cities lying within its itinerary as Baltimore, Washington, Richmond and Raleigh. It also affords the opportunity of seeing stretches of new roadway in the vicinity of Richmond, Pine Bluff and Pinehurst, N. C., also left nothing but most delightful impressions on the minds of the good roads scouts. That these roads are such perfect models of what Southern highways may become by the proper combination of white clay and sand is due chiefly to the enterprise and public spirited activity of Leonard Tutts, the proprietor of the Pinehurst resort.

"A fatal obstacle to the selection of the capital-to-capital route, however, as the line for a national highway is the almost impossible character of the roads between Richmond and Washington. Along the old Warrenton Turnpike, the natural highway between the capital of the nation and the capital of the Old Dominion, so little has been done since Civil War days by way of betterment that the scouts there encountered some of the most arduous experiences of their entire series of travels. To add are some of these stretches of rocky roads, so hopeless some of those muddy bogs, that they gave rise seriously to the surmise that they had remained untouched since the Federal and Confederate artillery cut them to pieces forty-five years ago in the long series of operations between the Northern and Southern capitals.

"It is proper to add in this connection that the route now being taken which will probably result within a few years in vastly improving this vital link in the so-called capital-to-capital route from North to South. The Washington Post and the Richmond Times-Dispatch are now co-operating in a vigorous movement to that end, a movement which has been directly inspired by the allied crusade of the New York Herald and the Atlanta Journal in the interest of better highways throughout the country.

"When the scout cars of the Herald and the Atlanta Journal arrived in Washington the managing editor of the Washington Post requested an interview with Hamilton Peltz, the editor of the Richmond Times-Dispatch, and John S. Cohen, of the Atlanta Journal. He said he was convinced that those two newspapers were engaged in one of the most important enterprises in the history of journalism, and one that had already elicited a tremendous response throughout the South. He was anxious to co-operate, he said, and he asked Major Cohen and Mr. Peltz to suggest how the Post might best assist in the good work. Having just fought his way through the well known impassable roads lying between Richmond and the national capital, their answer was easy.

Suggested Immediate Alliance.
"The Times-Dispatch had already shown most praiseworthy interest in the national highway response started by the Herald and its Atlanta contemporary, and had met their scout cars with a scout car of its own at a point south of Raleigh, N. C., accompanying them all the way into Washington. To the Washington Post, therefore, Major Cohen and Mr. Peltz suggested that an immediate alliance should be made with the Richmond Times-Dispatch for the purpose of promoting a good highway from Richmond into Washington.

"The suggestion was welcomed and immediately adopted, and the scout cars of the two newspapers have been already over several tentative routes, with good prospect that in time even the bad roads between the capital of Virginia and the capital of the United States will be thoroughly reformed.

"While it has been best to keep the project of the road for the future and its ally to select the capital route in its present condition, especially as its difficulties are complicated by numerous streams, which have to be either forded or else crossed by means of primitive ferries, it is inadequate to the needs of a large touring party composed of a large number of automobiles, the Herald believes that the capital-to-capital route will nevertheless be made practicable as a result of the interest now aroused in the entire subject, and it wishes the Richmond and Washington contemporaries complete success in their united efforts to that end."

LYNCHBURG IN LINE.

Lane Brothers Company Offers to Build Four Miles of Macadam Road.

[Special to The Times-Dispatch.]
LYNCHBURG, VA., July 25.—The Lane Brothers Company, which built the town of Altavista, is thoroughly interested in the national highway through this section, and in order to further the project the company offers to build four miles of macadam road from Altavista to the Ward Road, which will connect that place with Lynchburg. Money has been raised to build a bridge over the Staunton River at Altavista, from where three miles more of the country road will be built by Lynchburg and Danville, thus eliminating the only bad section of road between Lynchburg and Danville, and giving a fine route from Danville to Amherst Courthouse. This would leave less than sixty miles of good road to be provided between Lynchburg and Afton, where connection would be made with the new highway to Staunton, which would bring Lynchburg in touch with the far-famed Valley Pike.

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Important Notice to Gas Consumers

On and after August 1, 1909, gas bills will be rendered as follows:

FIRST DISTRICT (east of the centre of Fourteenth Street) on the 1st instead of the 10th of the month.

SECOND DISTRICT (between Fourteenth and the west side of First Street) on the 8th instead of the 22d of the month.

THIRD DISTRICT (between First and the west side of Harrison Street) on the 15th instead of the 2d of the month.

FOURTH DISTRICT (west of Harrison Street) on the 23d instead of the 2d of the month.

Whenever delivery day falls on Sunday or a legal holiday the bills will bear date of the following day. If a bill is not paid within five days after delivery 5 per cent. will be added. If paid by check the bill must accompany the check, and both should be mailed to the City Treasurer before the last day to insure their delivery in time to save the penalty. If a bill is not paid within ten days after delivery the gas will be turned off.

JOSEPH M. SHELTON,
Inspector of Gas, Richmond, Va.

PICKING STATE TEAM

Thirty Best Marksmen of Virginia Militia Now at Camp Harrington for Practice Shoot.

[Special to The Times-Dispatch.]
CAMP HARRINGTON, WILLIAMSBURG, VA., July 25.—About thirty marksmen, representing the best of the militia of the Virginia militia, arrived here on Friday, after a tiresome, dusty ride of nine miles from Williamsburg station, and began practice on Saturday for the State team, which is to represent Virginia, in the national match at Camp Perry, Ohio, late in August. This team will be composed of twelve men, three substitutes, a coach, a spotter and a team captain, all to be picked from the men now here. The team captain is Major Stanley Martin, of Lynchburg, and the rifle work is under the supervision of Colonel C. A. Dempsey, U. S. A., retired, State inspector of small arms practice, and Major Alfred B. Percy, brigade inspector. The shoot will last about a week or ten days. In Saturday's shoot Sergeant T. Fred Douglas was high gun at 100 yards, and Captain H. F. Ople was high gun at 800 yards. At skirmish, Douglas's score was 43 out of a possible 50, and Ople's score was 44 out of a possible 50 at 400 yards, and 87 out of a possible 100 at skirmish. High gun of the day was Lieutenant F. V. Peace, with Sergeant Douglas second and Captain Ople third. All three of these men are from Staunton. After a rest over Sunday the marksmen will get down to real work next week.

CROPS SUFFERING FROM DRY SPELL

Rain Badly Needed in Cornfields
of Northern Neck—Camp
Meeting Time.

[Special to The Times-Dispatch.]
LANCASTER, VA., July 25.—The dry weather that has been prevailing more or less in the Northern Neck of Virginia since the middle of June, is proving very disastrous to gardens and fields; and unless a good rain comes in the course of the next week, plants will be dried up and the corn crop will be cut short fully one-half. During the last ten days there have been refreshing showers in some localities; but a good rain is needed to bring out the crops.

The near approach of the campaigning season, which generally brings rain, is cheering the hearts of the people of this region. The dry weather, however, has proved favorable to early maturing of the main trucking product of the lower Northern Neck, and great quantities are still going to markets and bringing good prices. One day last week the steamer Arundel carried off 5,000 crates of cabbages from the Maryland District of Northumberland county.

Religious Meetings Begin Soon.
The sixty-seventh annual session of the Rappahannock Baptist Association will begin on Tuesday at Welcome in Westmoreland county. The Marlon Grove camp-meeting of the Methodists, near the border line of Lancaster and Northumberland, will begin on Friday and will continue ten days. The Rev. A. J. Sidney Peters, of Manchester, have been engaged to do the preaching at the camp-meeting. A trained singer from Baltimore will lead the singing.

The delegates to the State Republican convention from counties along the Rappahannock River will leave on Tuesday for Newport News on the fine steamer-yacht of W. D. Carter, a prominent lawyer and Republican of Fredericksburg, who has extended the delegates a cordial invitation to accompany him to the convention.

Mr. and Mrs. John B. Hinton, of Reedville, in the lower part of Northumberland county, announce the approaching marriage of their daughter, Annie Laura, to John Franklin Shackelford, of Middlesex county. The marriage will take place in September. Maurice Langhorne Appleton, a member of the State Highway Commission, has been returned here to consult with the Board of Supervisors to-morrow preparatory to beginning a survey of the main public highway leading from Westlands, in the southern part of Lancaster, to China, in Mill, on the border line between Richmond and Lancaster.

Miss Mary Rice, of Baltimore, is visiting her sister, Mrs. Downing, and other relatives and friends in this section. Frank P. Brent, Jr., of Richmond, is visiting his relatives in this place. Robert Hall, of Warsaw, Richmond

Small Wreck on Southern.
[Special to The Times-Dispatch.]
ASHEVILLE, N. C., July 25.—Traffic was tied up on the Asheville-Columbia line of the Southern Railway until early this morning by the derailment of eight freight cars in front of the depot at Tryon shortly after dark last night. The derailed cars were from trains No. 11 and No. 12. The accident was caused by a barling wheel.

Condition of Tobacco Crop.
LYNCHBURG, VA., July 25.—The weather during the week has been fairly favorable for the tobacco crop, which is now in a very good condition. In many sections, however, the land is getting quite dry, and if there is not some rain within the next few days the crop will begin to suffer. A considerable portion of the tobacco has been topped.

Shortage of Apples.
[Special to The Times-Dispatch.]
ASHEVILLE, N. C., July 25.—There is an unusual shortage of apples throughout the mountains of this part of the State, and where the trees have not fallen the fruit is small and faulty. In consequence the price is the highest in several years. Apples constitute the bulk of the fruit raised around here and make up a considerable part of the income of the farmers.

Italian Cruiser Here.
Foreign Warship En Route to New York for Fulton-Hudson Celebration.
OLD POINT COMFORT, VA., July 25.—The Italian cruiser Etruria arrived to-day in the office of the registrar of deeds of Charlotte county by the Tennessee Power Company in favor of the Standard Trust Company of New York. The Tennessee company will build two dams across Hiwassee River for the development of hydro-electric power.

Work has begun on a \$25,000 school building at Murphy, the county seat of Cherokee.

Case to Be Resumed.
[Special to The Times-Dispatch.]
LYNCHBURG, VA., July 25.—The hearing before Professor Martin B. Burks, special master of the Federal court in the case of Williams against the city of Lynchburg, has been continued until Tuesday, when it is expected it will be resumed.

Though some believe the case will be ready for the September term of the Federal court, others regard this as an impossibility by an account of the mass of depositions to be taken.

Monteiry Teachers.
[Special to The Times-Dispatch.]
MONTEIRY, VA., July 25.—Teachers have been elected by the Monteiry school board for the ensuing term as follows: Monteiry High School, Robert Stewart, principal; Mrs. Paul Slaven, assistant; Miss Lena Seybert, grammar grade, and Miss Jeannette Humphreys, of Charlottesville, primary. Vanderspool school, Miss Linda Cragwell, of Fredericksburg; Woods-Terry school, Miss Ivy Seaton, of Loudoun county.

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Hoheimer's

Dollar Day
To-Day

Every table in the store
full of double values.
Come and see the great
display.
One day only—Mon-
day.

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